

Development Control A Committee Agenda



Date: Wednesday, 8 July 2020
Time: 5.00 pm
Venue: Remote Zoom Meeting

Distribution:

Councillors: Donald Alexander (Chair), Chris Windows (Vice-Chair), Clive Stevens, Mark Wright, Fabian Breckels, Paul Goggin, Stephen Clarke, Mike Davies, Margaret Hickman, Olly Mead, Afzal Shah and Steve Smith

Copies to: Gary Collins

Issued by: Jeremy Livitt, Democratic Services
City Hall, PO Box 3399, Bristol BS3 9FS
E-mail: democratic.services@bristol.gov.uk
Date: Tuesday 7th July 2020



Agenda

7. Public Forum

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

(Pages 3 - 44)

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest **by 5pm on Thursday 2nd July 2020**.

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest **by 12 Noon on Tuesday 7th July 2020**.

Members of the public who wish to present their public forum statement, question or petition at the zoom meeting must register their interest by giving at least two clear working days' notice prior to the meeting **by 2pm on Monday 6th July 2020.**

PLEASE NOTE THAT IN ACCORDANCE WITH THE NEW STANDING ORDERS AGREED BY BRISTOL CITY COUNCIL, YOU MUST SUBMIT EITHER A STATEMENT, PETITION OR QUESTION TO ACCOMPANY YOUR REGISTER TO SPEAK.

In accordance with previous practice adopted for people wishing to speak at Development Control Committees, please note that you may only be allowed 1 minute subject to the number of requests received for the meeting.



Public Forum

D C Committee A (Remote)

5pm on 8th July 2020



1. Members of the Development Control Committee A

Councillors: Don Alexander (Chair), Fabian Breckels, Stephen Clarke, Mike Davies, Paul Goggin, Margaret Hickman, Olly Mead (Job Share), Afzal Shah (Job Share), Steve Smith, Clive Stevens, Chris Windows (Vice-Chair) and Mark Wright;

2. Officers:

Gary Collins - Development Management, Jeremy Livitt

		Statements/Petitions	
Statement (Agenda Item Number Must Precede It In Each Case)	Request To Speak Made Where Indicated S = Speaker	Name	Application
A1		Sue Fahy	19/04638/X – Cotham School
A2	S	Allison Crossland, Business Manager – Cotham School	
A3	S	Rebecca Clevett Nursery Director Archfield House Nursery	
A4	S	Kathryn Wrigley Rackham Planning Ltd on behalf of Archfield House Nursery	
A5	S	Michael Glaze, Director of Transport – Cotswold Transport Planning Limited	
A6	S	Jo Butler, Cotham School	
A7		Anita Newnham- Nandwani	
A8		Jonathan Gunz	
A9		Oliver Clifford- Mobley	
A10		Susan Parslow	
A11		Jocelyne Aldridge	
A12		Penny Phillipotts	
A13	S	Councillor Anthony Negus	
A14		Roger Gimson	

B1		Steve Carver	20/01270/F - Land On South East Side of Severn Road, Avonmouth
B2		Councillor Matt Melias	
B3	S	Mark Pepper, Development Manager – Ambition Lawrence Weston	
B4	S	Andrew Garrad	
B5	S	Norman Routledge Bristol Historic Buildings Preservation Trust	
B6	S	Roger Sabido	
B7	S	Wilf Burke – Ambition Community Energy	
B8	S	Dr Charles Gamble	
B9		Councillor Jerome Thomas	
B10		Councillor Jo Sergeant	
B11		Councillor Kye Dudd	
B12		Emilia Melville co-director of Zero West	
B13		Christopher Allingham	
B14		Tim Leaman	
B15		Andy O'Brien Co-Director, Bristol Energy Co-operative	
C1	S	Leigh Coghill	20/01254/A – Units 5 and 6 Marketside Industrial Site, Albert Road

Statement A1

Reference: Expansion of Cotham School **Application no.** 19/04638/X

Statement against further expansion 24.06.20

As a resident of Cotham for over thirty years I have seen that Cotham School is now too large a school to be sited in a residential area without creating an adverse impact. The school board needs in the current situation of social distancing and the possibility of co – existing with a long - term virus to cease its expansion both in terms of physical buildings and creating an even larger student cohort. School Places should be more evenly distributed in the city to avoid congestion on our local roads and streets when the School Day starts and ends. There have been long standing issues in our streets and local shops at the close of the school day when students flood out of the school gates with little respect for the local area or its residents as they are just passing through on their way home. Planning extra school crossings also adversely changes the nature of our residential area with its quiet streets. **new proposed layout plan for pedestrian improvements (E17047-02).**

As an academic living and working in the area I think local planning issues where there will be an expansion of numbers of people cars and extra travel issues is not in line with the Clean Air Act or the need for walking and cycling to school. This planning application needs to be reconsidered in the light of environmental impact and in line with the BRI Hospital Car park expansion not approved so as to limit the numbers of cars and extra travel within an inner city locale. The same issues extend to students attending Cotham School to ensure a high quality of education on a site less densely populated and subject to overcrowded spaces changing also the ever diminishing green spaces surrounding the school at present.

In summary limiting the school numbers seems to be the best solution rather than cramming more provision on to a site that cannot sustain this expansion in our locale and its present infrastructure, infringed also by hospital expansion.

Dr Su Fahy



STATEMENT A2

Cotham School, Cotham Lawn Road,
Bristol, BS6 6DT
Headteacher: Ms Jo Butler
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www.cotham.bristol.sch.uk

Dear Councillors,

Cotham School – Objection to Condition 6 - 19/04638/X

Cotham School have expressed to Bristol City Council in 2019 and many times since including a number of communications more recently that it has significant concerns that the proposed works, reference 19/04638/X are in the most appropriate location to mitigate the hazards that Bristol City Council have advised us exist. We feel that there is very real doubt that the works in their present location will provide any significant safeguards to school children and pedestrians using the roads in this area. This is because the students from Cotham School now enter the school site using a different entrance than they did when the original survey was undertaken in 2014. The students now enter on Cotham Road not Cotham Lawn Road.

The planning permission has been applied for in the schools' name yet the school knew almost nothing about these works other than some highways works might be needed as a result of the planning application for the additional classroom building on site. This building was completed at the school in partnership with Bristol City Council in February 2019 to assist with the shortage of school places in the City. There has never been any consultation with the school about the proposed works reference **19/04638/X**, discussion about the location or any work with the school to determine the routes students use to access the school site.

It was only through a communication from Rebecca Clevett, Owner of Archfield Nursery in February/March 2019 that the school became aware of the application and that it was made in the school's name. Bristol City Council did not consult with the school and did not communicate any information at all about the crossing. These actions misled the local community into believing that the school knew all about it, and supported its need and location.

The school cannot support this location without further work being completed on analysis of neighbouring routes to assess where the crossing is needed most to mitigate the traffic hazards in the area. Cotham Gardens Primary School on Redland Road is very close to this location and yet there is no analysis or comparison of this location as a suitable place to install a crossing or of other locations in the surrounding roads where a crossing of this nature might afford more protection to our students, the pupils of Cotham Gardens and pedestrians in general.

The school undertakes an annual travel plan and we survey students to find out how they travel to school, the travel plan coupled with the data of our students home locations would be accurate and relevant data to determine their routes and therefore how many young people really are pedestrians using these routes versus other and more dangerous routes. This data is key to the scheme location and should be considered before there is any investment of public money.



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Registered in England: Company Number 07732888.
Registered Office: Cotham School, Cotham Lawn Road, Cotham, Bristol BS6 6DT

In addition to our concerns regarding our students, the works will adversely affect a business that provides a service to local people caring for babies and very young children. The citing of the crossing here will have a detrimental effect on parents being able to safely park outside the nursery to take their children into the building. The safety of this group in conjunction with this location must be considered. It is not equitable to consider the safety of students from the school as one group without considering the needs of this group of young and vulnerable children alongside these plans. No one in this group of children is more important than the other, the safeguarding of children is what is key here and equity of decision must be made in relation to all children in the area including those from the nearby primary school, Cotham Park Gardens.

It is flawed that Bristol City Council and ultimately Cotham School would endanger the lives of younger and more vulnerable children by a crossing being built in this location which is designed to serve the students at Cotham School. The information and statistics do not support the location being located at this point in Archfield Road. Our belief as a school is that the process should begin again and a full survey of the area completed including statistical analysis of pedestrian routes and surrounding areas known for traffic hazards and incidents which Archfield Road is not according to accident reporting figures that show no accidents have occurred in this area.

Yours sincerely

Allison Crossland
Business Manager
Cotham School
07.07.2020



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Statement A3

Public Forum Statement – Objection – 19/04638/X –

I am writing to formally object to the above application which is seeking to gain approval for pedestrian improvements on Archfield Road. Archfield House Nursery is an Ofsted Outstanding family run nursery and has been serving the Bristol community for 34 years. Our business spans across both No2 and No4 Archfield Road and we care for 100 children each day as well as employing up to 45-50 staff across a variety of roles on a daily basis.

My reasons for objection are summarised in no particular order, as follows;

- Communication and timings: BCC have failed to involve us in communications despite numerous requests. Being addressed to as 'The Occupier, 2-4 Archfield Road' on numerous occasions is unacceptable, particularly considering the extortionate business rates I pay. As the only business immediately affected by the proposed crossing, BCC should have handled the matter a lot more professionally. Finding out about an application back in February 2018 AFTER the application had been approved is disappointing. There is no mention of the word ARCHFIELD ROAD in the application for Cotham School expansion. Cotham School are making their own representations but they do not feel the crossing is in the right place due to the change in their demographic. BCC should be working with us as a much needed business. The crossing could have a detrimental impact on our business and our working families. Bristol needs people to work and families need quality childcare.
- Evidence of need: I have scrutinised Cotham Transport Statement. There have been NO accidents reported at the junction in question. Instead, there have been 4 accidents on a popular walk to school route for Cotham pupils on another nearby junction. 2 of these accidents have been categorised as serious. Surely these junctions should be looked at to improve pedestrian safety. There is no evidence to say that the Archfield Rd/Cotham Grove junction is the most relevant site. We have gone to the considerable expense to utilise the services of Transport and Planning Consultants. Their representations can provide more detail on this matter. Our business has been an active part of the community since 1986 and we have not been made personally aware of any difficulties with this junction.
- Child Safety: We strongly believe that this crossing will not improve safety for all but instead compromise safety for our children and create confusion for other road users in the area. We hugely value the white discretionary markings outside our nursery and have done so successfully for 34 years. They provide flexibility for us when running our nursery. We have numerous deliveries and associated facilities throughout the working week. A reduction in the space will only create misuse whilst essential services are completed. A large number of our families walk or cycle to nursery. However, there are a number who genuinely require the use of their car. In the last few years, it has become harder to park in the area due to a larger number of student cars and cars displaying valid permits. Therefore, some of our families consider it safer to park on the white line to safely drop their 1 / 2 or 3 children at nursery. With the proposed changes, there will undoubtedly be an increase in double parking or parking on double yellow lines. This all impacts on child safety and that of other road users. It will create confusion and chaos around a busy area. BCC continually refer to our planning approval for expansion in June 2016. It is no longer easy to park in the area and we feel that this should not be referred to any longer. The safety of our young vulnerable children is of paramount importance and they should be travelling the shortest distance possible in order to ensure a safe route to their safe haven of nursery.
- Operational Needs: Running a business in a residential area as well as a Residents Permit Zone is not easy. We spend in excess of £3000 per year on parking alone. Due to the size of our established business we have numerous providers/suppliers requiring close access to the delivery gates at No2 Archfield Road. We have a large mini bus who collects the children safely from directly outside the gates. All of this will be impacted significantly by the access to No2 being restricted. The crossing will mean that no vehicles will be able to access the drive of No2. If we choose to sell the building at some point in the future, this could significantly devalue the property due to the inability to access the drive of No2. We should not be put at a disadvantage

This application has been plaguing us for 2.5 years and has been amplified by numerous errors from the ever changing officers involved with the case. It appears that if this is approved it will be a waste of valuable resources. The expertise, time and money should be spent actually making a difference to road safety rather than unethical attempts to use Cotham School's name to meet BCC's own agenda. The impact of an ill thought out scheme negatively impacts our entire nursery community. This situation has spiralled out of control. As the only private business affected by this proposal, I feel violated, isolated, confused and worried for my nursery community. Please let sense prevail. Please consider the needs of our 100 children per day, 40-50 staff and the needs of our long established business just trying to help working families.

STATEMENT A4

Public Forum Statement of Objection on behalf of Archfield House Nursery

APPLICATION NO: 19/04638/X Variation/Deletion of a Condition, Cotham School Cotham Lawn Road Bristol BS6 6DT

On behalf of Archfield Nursery (2-4 Archfield Road), Rackham Planning Ltd **strongly object** to the proposed variation of Condition No. 6 (Approval of road works necessary) attached to planning permission 17/04367/FB, which proposes a new layout plan for pedestrian improvements immediately outside Archfield Nursery and Pre-school. The reasons for objection are set out fully in the representation submitted to the application and are summarised below:

- **INITIAL FAILURE TO FOLLOW DUE PROCESS** – The proposed location of the crossing was changed from the ‘in-principle’ highway works shown in the original application for Cotham School expansion (17/04367/FB) (with the crossing to the east of the junction between Cotham Grove and Archfield Road) to a location directly outside Archfield Nursery through a discharge of condition application 17/06912/COND with no consultation with Archfield Nursery. Given the change in location and associated change in impact of the crossing, we consider that this represented a **minor material amendment** to the planning application and that a **Section 73 application** (under the Town and Country Planning Act 1990) to vary the condition should have originally been submitted with the associated public consultation undertaken. **Instead the proposals were changed without consultation with either local residents or the Nursery who would have objected given the significant impact on its safety and operation.** Following public consultation after the discharge of the condition, Archfield Nursery have consistently sought to raise their concerns and engage with the Council to reconsider the most suitable location for the crossing to no avail. The plans approved under the currently discharged condition (6) and the plans the subject of this Variation of Condition application are unacceptable and raise significant highway safety and operational concerns for the Nursery. The location of the crossing should be reconsidered to improve safety and better serve pupil’s walking routes.
- **HIGHWAY SAFETY AND CONFLICT WITH NATIONAL AND LOCAL PLANNING POLICY:** The proposed crossing is located directly outside the entrance gates to the Nursery where cars frequently access the nursery and young children enter the setting. The crossing is also on the junction of 3 roads which presents greater safety issues for children and parents crossing the road. A crossing in this location will create significant safety concerns with potential conflict between vehicles entering the setting, parents dropping off and pedestrians using the crossing. This is directly in **conflict** with **Para 108** of the NPPF which requires applications for development to ensure safe and suitable access to the site can be achieved for all users, as well as **Policies BCS10** and **DM23** of Bristol Core Strategy which require safe streets and safe and adequate access for all sections of the community.
- **OPERATION OF THE NURSERY:** The footway build outs will result in the loss of an informal car parking space in front of the Nursery which is utilised regularly for the safe drop-off and collection of children, deliveries, servicing, maintenance and parent visitors. Since the permission to expand the nursery, the availability of parking spaces on Archfield Road has significantly reduced meaning the informal drop off zone in front of the Nursery is crucial to the efficient operation of the business and reduces potential conflict between pedestrians and vehicles.
- **FLAWED DATA AND WRONG LOCATION FOR THE CROSSING:** Since the original grant of planning permission for the highway works, Cotham School have confirmed that there has been a change in the geographic origin of the school population and a change in the location that students enter the school which would impact on the walking routes and desire lines of pupils. In the absence of any up to date technical pedestrian survey information which reflects current walking routes, it is not possible to confirm with certainty that the proposed crossing usefully serves the current walking routes of pupils or is justified in this location. This is supported by the pedestrian crossing assessment undertaken by Cotswold Transport Planning which confirmed that the proposed crossing location immediately in front of the nursery does not correspond with the desire lines of students walking to/from school.
- **CONCLUSION:** The Officer’s report acknowledges the adverse impact on the nursery but is prepared to support a solution that is not supported by this longstanding existing business or the Local Councillor. There will not be an improvement in highway safety and the public benefits do not outweigh the significant harm to this local business (which is especially harmful in the current uncertain economic times). **It is therefore strongly requested that Councillors refuse this application and require the location of the crossing to be reconsidered.**

STATEMENT A5

Cotswold Transport Planning Ltd – Highway Objection – Michael Glaze – Director of Transport Planning

Dear Councillors,

Archfield House Nursery – Objection to Condition 6 - 19/04638/X

Cotswold Transport Planning Ltd (CTP) have been working for Archfield House Nursery (AHN) since 2018. CTP have provided three separate detailed reports to Bristol City Council (BCC), which demonstrate significant safety concerns with the proposed works.

Highway Works Layout

The highway works proposed will form a build out and uncontrolled pedestrian crossing. The proposed build out will be directly in front of AHN vehicular access serving No.2 Archfield Road, with the uncontrolled pedestrian crossing directly in front of No.2 Archfield Road. The proposed highway works will therefore restrict the eastern access serving The Nursery and will also have a detrimental impact on the operation of the access to No.4 Archfield Road. In addition, vehicles accessing No.2 Archfield Road would be required to crossover at the uncontrolled pedestrian crossing, this would be unsafe for pedestrians and could damage the tactile paving and gully. The access to No.2 is a legal vehicular access which can be used for the parking of cars and should not be prejudiced in the manner proposed.

Consultation / Cotham School

AHN were not consulted as part of the original planning application and therefore were not able to comment on the proposed highway works at the planning application stage. Cotham School object to proposals, which is a significant matter, given that the works were initially proposed to accommodate Cotham School pupils.

Pedestrian Crossing Surveys

CTP undertook a number of pedestrian crossing surveys. These demonstrated that there is low number of two-way crossings near the location of the proposed pedestrian crossing. There are a number of pupils currently crossing at the initial location where the highway works were proposed, identified on drawing 0838-001. In addition, the survey did not identify that pupils had any difficulties in crossing at these locations. BCC have advised that pedestrian crossing surveys have been undertaken, yet these have not been published. At this stage, there is no firm evidence from BCC to justify either the amended or original highway works in terms of their locations, type of crossing and operational assessment.

Road Safety Audit (RSA)

BCC have confirmed that no independent RSA has been undertaken. CTP have consulted their in-house audit team, who have raised concerns with the location of the gully, which could present a trip and slip hazard for pedestrians and vulnerable users. Furthermore, the CTP Audit team have concerns that the ‘diagonal’ tactile crossing is difficult for blind and partially sighted pedestrians to

navigate and that pedestrian crossings should take the shortest possible route on a straight alignment.

Pedestrian Visibility

CTP have significant concerns that pedestrian visibility from the two crossing points on the north-western side of Cotham Grove is severely restricted. It is unclear if BCC has assessed pedestrian visibility. The lack of pedestrian visibility from the crossings points, particularly looking towards Cotham Grove from the southern crossing point, and looking west along Archfield Road from the northern crossing point is a significant safety concern, and it is surprising that this has not been considered by the qualified safety auditors who have designed the scheme. These concerns would be heightened for disabled users, who would struggle to turn their head as much to see the required distance. This is a key concern and should be addressed prior to any works being undertaken, notwithstanding the impact on the Nursery.



STATEMENT A6

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Dear Councillors

Jo Butler (Headteacher) Cotham School – Objection to Condition 6 - 19/04638/X

Planning permission has been applied for the proposed works reference **19/04638/X** in the school's name without our knowledge of the proposed works in advance. We understand that they are in relation to a building project completed on the school site in 2019. The nature of the works was never discussed with me or any of my team and we have never been consulted on our opinions on the proposed works. If we had been we would have been clearly able to state that we did not deem them necessary in this location.

I became aware of the proposed works sometime in 2019 and since that time I have ensured that Cotham School has been clear that they were not requested by the school and are not supported by the school.

Disappointingly BCC did not inform us of the proposed works themselves. It was only through a communication from Rebecca Clevett, Owner of Archfield Nursery in February/March 2019 that I became aware of the application and that it had been made in the school's name. This had both misled Ms Clevett, the local community as whole and our local Councillor, Cllr Negus. This was established when I met with him and he informed me that our local community believed that I had pressed for the crossing, knew about the plan and had supported it. This has been very incredibly unhelpful for the school's reputation and standing amongst members of our local community.

We believe the last survey of the area was conducted six years ago in 2014 at a time when students at the school used the Cotham Lawn Road entrance. They now use the Cotham Road entrance. They also come from very different parts of the City and travel by different routes. Information and statistics we are aware of do not support the proposed Archfield Road location for a crossing. Furthermore the proposed works will affect a business that provides day care for babies and very young children. A crossing here will have a detrimental effect on parents being able to safely park outside the nursery to take their children into the building. It is very hard to see how then any such crossing will make for increased safety.

It is imperative that a full survey of the area is completed including statistical analysis of 2020 pedestrian routes and surrounding areas known for traffic hazards and incidents. For a start, as far as we are aware Archfield Road is not known for traffic hazards according to accident reporting figures. We also do not feel, bearing in mind what we know of our students routes to school and the fact that they enter and exit via Cotham Road, that placing a crossing at the Archfield Road location will have any significant effect on the safeguarding of our students as they make their way to and from school.

Cotham Gardens Primary School on Redland Road is very close to the proposed Archfield Road location and yet there is no analysis or comparison of this location as a suitable place to install the crossing or of other locations in the surrounding roads where a crossing of this nature might afford more protection to our students, Cotham Gardens Primary School students and pedestrians in general.





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The school does not support this location for a crossing without further work being completed on analysis of neighbouring routes to assess where a new crossing would be most effective in mitigating the traffic hazards in the area therefore providing additional safeguards to our students and others.

Jo Butler, 7 July 2020



STATEMENT A7

Dear Councillors

I am writing regarding the application 19/04638/X for the new proposed layout plan for pedestrian improvement on Archfield Road.

I have been a resident on Archfield Road for 27 years. Therefore, I am very familiar with the layout and how it is used by pedestrians, vehicles and cyclists.

I consider that some form of traffic calming measures at the junction of Archfield Road and Cotham Grove are essential. However, the proposed informal crossing placed outside Archfield House Nursery will only ADD to the confusion and chaos around the junction.

I understand that there was some headway made with re-prioritisation at this junction a number of years ago with the Neighbourhood Partnership. Some sensible suggestions were made which would be much more beneficial and ensure safety for all.

I can categorically say that the main group of Cotham School pupils do not cross at the proposed junction. Instead, they use much more dangerous areas to cross.

I think that if this crossing goes ahead, nursery parents will be parking more dangerously and block visibility to other road users. This is a real issue as cyclists and buses are abundant in this spot.

I KNOW this area and I KNOW that it won't improve the situation but likely make it worse.

I urge you to vote against this application and ask Bristol City Council to turn their attentions to maintaining pupil safety in other areas.

On a separate but related note, the most dangerous area is that where Cotham Gardens Primary school - Elmgrove Road site is situated. I use Bannatyne Gym and frequently witness very frightening scenes during drop off and pick up time. Cars mounting the pavements daily, cars reversing towards mums & dads with 2 young children, pushchairs in the road amongst the traffic, dogs, cycles, courier vans. Road rage and screaming toddlers.

On the Pitch Lane / Archfield junction I see traffic queues and parents dropping off at Archfield Nursery seeking a loading bay in order to drop their children off safely. The Cotham School children are older and avoid any form of formal crossings . Very few of them cross dangerously, if at all, at this junction.

Yours sincerely

Anita Newnham Nandwani

Statement Number A8

5th July 2020

Dear Sir/Madam,

Re Public Forum Statement: Objection to Application 19/04638/X

I am writing to object to this scheme with particular reference to 'New proposed layout plan for pedestrian improvements (E17047-01).'

I am a parent within the Archfield House community, Bristol Council tax payer and a local resident. I regularly drop my son off and pick him up at nursery by car. I have not noticed there to be any issues regarding crossing and nor are there many school pupils crossing here. I also note that no accidents have occurred at this junction. For Cotham School too, the location of this new crossing is not relevant to improving the safety of pupils; alternatives sites should be investigated if safety for pupils is to be improved. On the contrary, rather than making the area safer I believe this new scheme would add confusion and congestion around nursery entrances and might compromise security. This is particularly relevant given the age of the Archfield Nursery community.

I am also really saddened that while both schools have been working really hard to manage the impacts of Coronavirus this scheme has reappeared when there has been very little communication with either Archfield House Nursery or Cotham School to my understanding. I think the proposed crossing has constituted an unnecessary distraction that, rather than improving safety, will hinder it and will be a waste of money due to the changed demographic of Cotham students and how they get to school. It would be much better to see this money spent installing a crossing in a more relevant place which would enhance safety for all. There are lots of other areas around the city which evidently need improving to ensure safety for all. The scheme has also caused a huge amount of unnecessary time for Archfield staff (and presumably Cotham too) and this time could have been far more useful when spent on the children's education itself. Furthermore, it has received a very high number of objections; surely this must point the council to re-consider its approach?

As a member of the nursery community, it is already hard to drop off safely given the lack of on road parking between 8am and 8.45am (peak drop off) due to resident's vehicles still being in situ. Furthermore, the space left outside the nursery is not big enough for associated delivery vehicles and forest school transportation. I think it is also unfair to ask parents with young children to park further away and juggle one or more children to access nursery when a crossing might be built that won't be used. I feel continuing with this element of the scheme is unnecessary and it is not needed and will negatively impact safety. I urge you to listen to the parties involved to stop this futile waste of money and effort for little gain.

Yours faithfully,

Jonathan Gunz

STATEMENT A9

Public forum statement regarding planning application **19/04638/X**

Dear BCC,

I wish to register my opposition to the plans for a pedestrian crossing on Archfield Road. This crossing is directly outside a large and busy day nursery (Archfield House Nursery), which has a significant traffic of pre-school children in mornings and afternoons.

Your planning application is under the guise of improvements for Cotham Secondary school. However, these works have long since been completed, and the crossing bears no relationship with them. I travel to the nursery every week day at the time when school pupils are walking to school. It is a very rare event to see a Cotham Secondary school pupil walking up Cotham grove and wishing to cross Archfield road. Indeed the school themselves have made it clear that, since the improvement works there, the vast majority of pupils arrive at a different entrance. It is entirely disingenuous of BCC to dress up these plans as for the benefit of Cotham secondary school pupils.

Archfield House Nursery continued to stay open throughout the UK 'lockdown' in April and May 2020, providing a crucial service to parents of pre-school children who work in the NHS (such as myself). I would not have been able to continue to work effectively had this not occurred. We, all of us, must recognise the selflessness of the nursery and its staff during this time. BCC should consider whether the imposition of this crossing upon Archfield House is a fitting recognition of this valuable service to our community?

In keeping with current government guidance, the use of public transport is discouraged. Therefore it is essential that access by private motor vehicle and by bicycle to the nursery continues. The plans submitted would create a material reduction in the drop-off space for motor vehicles outside the nursery. In addition it would create an obstacle for entrance and exit of bicycles from the property. Whilst BCC is happy to use the safety of Cotham Secondary school pupils as an excuse for this crossing, they neglect the arguably much greater safety concerns of a larger number of babies, toddlers and other pre-schoolers.

Yours faithfully,

Oliver Clifford-Mobley

STATEMENT A10

Public Forum Statement - 8th July 2020

19/04638/X / Application to vary condition No. 6 (Approval of road works necessary) attached to planning permission 17/04367/FB - Erection of two storey building providing an additional 12 classrooms, dining and meeting rooms plus utilities. Repositioning of the all-weather pitch (which was approved under planning permission 16/01156/F) (Major Application) - new proposed layout plan for pedestrian improvements (E17047-02). / Cotham School Cotham Lawn Road Bristol BS6 6DT

Dear Councillors

I am writing to strongly object to the aforementioned application.

I started Archfield House Nursery in 1986 and my main vision was to support working families in the Bristol area. My daughter has now taken over the running of the nursery but my heart firmly lies with what I set out to achieve all those years ago.

As a private business in a primarily residential area, we are quite isolated and often have to fight challenges along with the current times. The parking permits have been a big issue for us to work with considering the number of staff that we employ.

Bristol City Council have treated us poorly over this whole application. There has been no acknowledgement for the needs of our business and no personal communication.

I am aware that 4 Archfield Road has historic planning permission for the off street parking. We used to use the drive at 2 Archfield Road but over the years we have refrained from using it. However, by installing a 'build out', bollards and other associated highway works, this restricts us from ever using the drive at 2 Archfield Road.

If we ever choose to sell the building, I believe that it would put us at a detriment and devalue the property by not being able to access off street parking.

I object for a number of reasons but I would particularly like to protect the potential future valuation of the property.

I urge you to REFUSE this planning application.

Yours sincerely

Susan Parslow

Founder of Archfield House Nursery

STATEMENT A11

REF: 19/04638/X

To whom it may concern

My daughter attends Archfield House Nursery, and it has been brought to my attention that the proposed road crossing outside her nursery, which relates to the above planning application for the expansion of Cotham School, has been recommended for approval - despite concerns being raised by the nursery staff, parents, local community and Cotham School.

I am confused as to why this proposal for a crossing is still progressing when Cotham School, the organisation named on the original application has made several representations to the Council explaining why they do not support the proposed site of the crossing.

If safety is really is the key consideration for whether the proposal is approved then I urge the Council to take heed of the previous objections, in particular those explaining that the proposed crossing:

- is not on a main route used by Cotham School students, or supported by Cotham School staff and is therefore unlikely to make students' journey to school any safer
- will impede safe access in and out of Archfield House nursery by obstructing the entrance and limiting the space available for parents and nursery staff to park near the nursery during the already tricky morning drop offs, afternoon pick ups as well as for the regular outings and excursions requiring a coach.

It should be noted that the area around the nursery is a controlled parking zone and is often busy with parked cars. While I tend to travel to and from the nursery on foot, clearly that isn't always an option, and so it is important that parents are able to park near the nursery, both safely and legally.

My daughter is also due to start attending forest school trips come September, which require the use of a coach. Quite where the coach will be able to park in the event that the crossing is erected is unclear.

Thank you for considering these comments.

Jocelyne Aldridge

Statement A12

Dear Members

19/04638/X – S73 application to vary Condition 6 of planning consent 17/04367/FB

I have previously raised an objection to this proposal, and I am writing further so that my views may be put directly in front of the Planning Committee while you are making your decision. I write as a parent who uses the nursery to care for my children, and I arrive by private car because of my onward journey to work. I now only have 2 children at the nursery, but last year and for the 2 years prior to that, I had 3 children of different ages to manage from the vehicle to the nursery. My comments are made in the light of that experience and what I understand to be pertinent planning issues.

I have looked at the consultation which underpins this application to vary Condition 6, and I have some comments relating to that consultation and the planning process being followed by the applicant. Firstly, I would question how this application actually responds to the consultation exercise.

The response to the question “Why are you proposing to put the crossing here?”, states the need to mitigate the impact of the development, specifically the increase in pupils using this route to access the school. I understand that this was identified in the Transport Statement supporting the application, based on the then current information. However, the school is able to identify from submissions I have read responding to this application, that the actual pupil catchment area will not increase use of this route by pupils. As the school are the informed authority about their catchment, I cannot see how this approach meets the requirements of a Planning Condition.

My understanding is that a Condition must be essential and directly related to the application, for a development in order to be acceptable. I appreciate that the Condition was implemented at the time on the basis of the application documents, however, the decision to vary the Condition must surely include an assessment of the development impact. I believe that the requirements are no longer met, and therefore the Condition should not be varied, it should be removed.

Furthermore, continuing this point the response to the question “Why are you proposing to provide a buildout here when Cotham School do not want it?”, states that it is immaterial what the school want. While in principle this may be correct, the reason the school does not consider a crossing in this location to be appropriate as their current knowledge of their pupil catchment. Consequently, I would have thought that their input was essential to ensure that the mitigation measures associated with their development actually addressed an issue resulting from their development.

I consider the approach being taken to be high-handed at least, if not downright arrogant. It also appears that the Council’s Transport team are content to ignore the findings of the Travel Plan that the school are required to produce and which the Council should monitor and approve.

Considering access to the nursery directly, the response to the question “How many parking spaces will be lost?”, states that none will be lost. However, I do not agree with the conclusions raised in the response. It is my understanding that it is possible to reserve space on street to serve businesses. On street service bays can also be used by vehicles accessing a specific business if that is written into the Traffic Regulation Order.

While there are no parking bays identified on the nursery frontage, the informal Keep Clear markings do not prevent parking. The marking is essentially advisory and all the convenience of the frontager to ensure that their access needs are maintained. Parking on the frontage does block the accesses, but it does not constitute a nuisance because it is for the benefit of the frontager, and it is safe to use.

Therefore, because of the buildout there will be a loss of parking. Consequently, it is wrong to apply the findings of Transport Statement supporting the expansion of the nursery to support providing the buildout.

Considering my experience as a parent, I would find the proposed layout a significant worsening of my safe access with my children to the nursery. I make use of the nursery frontage to set down and pick up my children, which allows me to safely get my children between the vehicle and the nursery. When trying to transfer 3 small children, the ability to park outside and if necessary put one or more child inside the nursery gates where they can be safe while I attend to the others is invaluable.

On the occasions when I have to park away from the nursery, it can be very stressful, even when the children are cooperating. In addition, having to take the children across the local roads does not feel particularly safe, not because of the roads, but because of the age of my children.

I have also looked at the proposed layout, and tried to understand how safe the proposed layout will make the junction. I am not an expert, so I raise these points as questions to understand that the design process followed will provide a layout which is as safe as can practically be delivered. There are certain design points which have been put in as statements with nothing to demonstrate that they have fully tested the options.

The potential for a central pedestrian refuge on Cotham Grove is dismissed because of the movement of buses. However, there are no plans showing the swept path of a bus, and there is nothing to say that the refuge has to be in the middle of the junction. I do not consider that this has been sufficiently well explored on the basis of what has been presented. If it has been considered, then please may we see the assessment.

I would also be interested to understand if the Designers had considered moving the crossing on the north-east side of Cotham Grove north along Cotham Grove. This could allow pedestrians to cross a narrower section of the existing road, without having to walk much further because of the angle that Cotham Grove meets Archfield Road. This would achieve a much greater reduction in crossing width

without the need for such large buildouts, and I feel would be much more beneficial for me when crossing the road with 3 small children.

This would also allow the crossing to be provided on straight sections of kerb which is recommended in the design guidance “The Manual for Streets”. This also recommends that crossings should not be provided on footway crossovers, which leads me on to the crossing of Archfield Road.

The crossing outside the nursery looks like a very strange arrangement, as most crossings do seem to be as perpendicular as practical. This diagonal crossing layout increases the crossing distance, which proportionately increases the time people are at risk. Pedestrians are also crossing where motorists are still completing manoeuvres and may be checking more for oncoming traffic than crossing pedestrians. A driver turning right out of Cotham Grove will be looking left as they turn out and may fail to see pedestrians until too late.

If the crossing point was provided slightly further to the west, it would still provide the crossing on the alleged desire line for the school. The buildout could be on the double yellow line section of the southern kerb line, and the crossing would run straight across the road. The northside buildout would slightly reduce the length of available parking, but this would be a very limited reduction, and may not result in the loss of any parking spaces.

However, it would retain the set down and pick up area outside the nursery, and provide a much shorter length of crossing. It would reduce the time that pedestrians are at risk crossing the road, and improve the visibility of the crossing to manoeuvring vehicles. This does appear to me also to be more compliant with the design standard, the Traffic Signs Manual – Volume 6.

In summary, the 3 reasons that I consider provide sufficient weight for this application to be refused are:

1. The condition no longer meets the necessary tests required;
2. It is significantly prejudicial to the highway safety of children at the nursery, and;
3. The proposed layout is inadequate and a more satisfactory layout is achievable.

STATEMENT A13

This is my statement for the committee meeting on Wednesday, I have notified my intention to present my statement.

This proposal for a safer crossing point which is the residual part of a planning application made by Cotham School and otherwise long-implemented was created by BCC with no consultation with Cotham School who I am informed do not recommend the Pitch Lane route for their students. The preferred route through Cotham Park North has a crossing point at a staggered crossroad that this BCC-preferred solution ignores.

This proposed crossing is over Archfield Road, which has been retained as the through road for traffic rather than changing the priority with Cotham Grove (which is the bus route and major road) so ensuring that traffic would have been required to stop anyway. Despite concerns escalated by the local community when it still had a voice through the Neighbourhood Partnership, there has been no further meaningful consultation with residents, the planning applicant or those most affected.

The highways department have imposed their own less satisfactory and certainly less safe solution at a junction where a basic survey was carried out to establish movement patterns without consulting the school who had changed those movement patterns. There has been poor liaison between the planning department and the highways department during the long period of putting this wrong scheme together on which I have been so concerned that I have raised questions on this to the mayor at Full Council. Despite this proposal being designed as part of an application by Cotham School, an Academy outside of the state system, this crossing work is to be paid for by taxpayers and their investment will be wasted because this is the wrong scheme in the wrong place.

There are few merits in this proposal. It is hard to conceive how this saga could have handled in a poorer manner. I urge that you refuse this application so that the highways department can start to design a better scheme in the optimum location so that lives, particularly young lives, may be made safer as soon as possible.

Anthony

Cllr. Anthony Negus

Lib Dem Councillor for Cotham Ward

STATEMENT A14

Bristol Walking Alliance statement

To: Development Control A Committee, Wednesday, 8th July, 2020 5.00 pm

Re: 19/04638/X - Cotham School - new proposed layout plan for pedestrian improvements (E17047-02)

On behalf of Bristol Walking Alliance I wish to support the recommendation to approve pedestrian improvements at the junction of Archfield Road and Cotham Grove.

The Bishopston, Cotham and Redland Neighbourhood Partnership requested improvements at this junction, and funded a feasibility study in 2011.

I was a member of the BCR Neighbourhood Partnership from 2014, and Chair from 2015 until its closure in 2017. I also chaired its Sustainable Travel working group in this period. The limited funds available to the NP effectively meant at most one local road scheme could be funded per year. Other schemes were given higher priority by the NP until 2017 when all road scheme funding was withdrawn.

The Archfield Road / Cotham Grove junction continues to be hazardous for pedestrian due to its width and its puzzling road priorities, with most traffic, including the 9 and 72 bus routes, taking the route into Cotham Grove. Other wide junctions in the area have already been provided with pedestrian build-outs.

The pedestrian counts carried out in January 2019 showed significant pedestrian numbers crossing here at school start and end times, according to the Transport Development Management report. Even if not on Cotham School's preferred route, this route between Redland Station and Cotham Road allows Cotham Grove to be crossed at the existing zebra crossing near Cotham Gardens Primary School. The walking route to the latter school – and pedestrian travel in general in this area – will also potentially be beneficiaries of improvements at this junction.

While appreciating that other road schemes in the area also deserve funding, the opportunity to improve this particular junction should be grasped while it is available.

Roger Gimson
Bristol Walking Alliance

6 July 2020

STATEMENT B1

GENeco gained planning permission for 4# 2.05 MW wind turbines on its Bristol Bioresources and Renewable Energy Park on Kingsweston Lane, Avonmouth. The turbines are 80m tall to the hub with a blade diameter of 90m. The wind farm was built and is now owned by Thrive Renewables and has performed without incident for 8 years. The plant operates surrounded by Wessex Water sewage treatment works plant and associated assets; and the perceived risk of damage resulting from the wind farm was, and still is, perceived to be very low. The benefits of additional renewable energy far outweigh any perceived risks of potential for damage to assets.

Regards

Steve Carver

Director of Projects

GENeco Bioresources, Wessex Water Services,

STATEMENT B2

Public Forum Statement from Councillor Matt Melias to the Development Control Committee A (meeting on Wednesday, 8th July 2020).

Application No. 20/01270/F

Site Address: Land on the south east side of Severn Road, Avonmouth, Bristol

Proposal: Erection of a single wind turbine & substation

I welcome the opportunity to support a planning application which has been long in the making and, locally, overwhelmingly well-received. The aims and goals of "Ambition Lawrence Weston" in this particular development chime with national and citywide policy objectives.

More specifically, the report before you today outlines the various aspirations of this community-led project. It is intended to create a financial return, contribute towards lower household energy bills, provide power to 3,850 homes, assist in achieving the Council's carbon neutrality targets (by making annual savings of 2,162 tonnes in CO2 emissions) over its expected 25 year lifespan), and offer local people access to some new highly skilled jobs.

The proposed site is on undeveloped grass and scrubland next to the existing Seabank power station. But, this location is within a wider area which has been designated for industrial use. Here, I would draw your attention to the following policy provision:-

BRISTOL CORE STRATEGY 4.4.13 Avonmouth is identified by the Bristol Citywide Sustainable Energy Study as having significant potential for renewable and low carbon energy installations – for example, wind, biomass and waste to energy.

The applicants have conducted extensive pre-application public consultations and it is clear from these events that there is huge support for this onshore wind renewable energy plant. This also fits with both the Lawrence Weston Neighbourhood Development Plan and Community Development Plan. The facility clearly accords with the Authority's Core Strategy around sustainable energy:-

Policy BCS14 Proposals for the utilisation, distribution and development of renewable and low carbon sources of energy, including large-scale freestanding installations, will be encouraged.

The above policies sit within a National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) which seek to encourage the promotion of renewable energy technologies.

I also believe that the requirements stipulated in the latest Written Ministerial Statement (HCWS42) around granting permission to wind energy developments have been met in this instance. These are:-

"Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing."

This is evident in the fact that there have been virtually no objections raised to the application. The neighbouring power station has a remote concern about health & safety or property damage arising from a catastrophic failure of the turbine actually falling down on it (due to the absence of a safe

separation distance). However, even here it has been conceded that such an occurrence is extremely unlikely. I suspect the high level design specifications will effectively negate this theoretical risk. The fact that the Health & Safety Executive have declined to comment suggests to me that this structure does not present a serious danger to life, limb or property.

So far as ecological factors are concerned, I agree with Bristol City Council planners that approval should be given subject to appropriate conditions to protect wildlife (bugs, badgers and bats) which might be harmed by any loss of habitat.

Please grant this proposal so that it can then be forwarded to the Secretary of State for Communities & Local Government for final approval.

COUNCILLOR MATT MELIAS

STATEMENT B3

FOR THE ATTENTION OF DC A REFERENCE **PLANNING APPLICATION 20/01270/F**

I write this statement as a lifelong resident of Lawrence Weston and Development Manager for Ambition Lawrence Weston (ALW). I also sit on the board, of the resident owned, applicant ACE CiC, representing ALW.

ALW is a grassroots, resident led and driven Development Trust, Registered Charity and Company. It was founded by local residents in 2012, with the aim of delivering the resident-written and driven Community Plan that brings together the aspirations of over 1,200 residents, who responded and gave their views on the content of the Community Plan.

Part of the Plan aspires to deliver a Community Owned Wind Turbine (WT).

On behalf of Ambition Lawrence Weston, we give this planning application our full support and implore this committee to approve it.

Lawrence Weston has suffered historically from high levels of deprivation, poverty and pollution, and the residents have now taken it upon themselves to try and change this, by investing their time, energy, and financial resources into the delivery of this community owned Wind Turbine. This will not only be good for the environment and reduce our carbon footprint, but will also provide the much-needed financial income to help the community plan to be delivered.

This application, has ward-wide community support as evidenced by individual residents' comments on the planning portal. It is also supported by the Lawrence Weston Planning Forum, and the Lawrence Weston Big Local Steering Group..

Not a single Statutory Consultee has objected to this application.,

The sole objection has been submitted by Seabank Power Station, who claim the Wind Turbine may fall and damage a small part of their plant. The risk assessment submitted with the planning application clearly indicates that this is extremely unlikely. The chance of the proposed Wind Turbine falling on their plant is 1 in every 500,000 years. We are unaware of this having happened elsewhere to date.

We as residents were shocked to hear that Seabank believe that WTs may fall, as their parent Company SSE, have been, and still are investing heavily in WT Farms, with a £3billion planned investment in Aberdeen announced just recently.

So, we implore this committee again, please help us to help ourselves, and give confidence to other areas like ours in the UK to come together and try to better the places they live in.

Please approve this community driven planning application.

Yours

Mark Pepper on behalf of many residents of Bristol.

STATEMENT B4

Statement from Andrew Garrad BA PhD CBE FREng CEng FIMechE DEng

I have spent the last 40 years working in the wind energy industry all over the world. As a result of that technical experience I was invited to be a member of the board of the Ambition Community Energy CIC. In response to specific questions asked by Seabank Power station I have, on behalf of ACE, made a technical study of the risks associated with the proposed wind turbine. That report is publicly available through the BCC planning portal.

The only objection to this proposal is from the Seabank Power station and it is an objection on commercial grounds.

Neighbouring turbines are all near to or in populated places. One is in the public recycling centre and another is right on top of a busy office. All represent tiny risks just like ours. Incidentally, in their formal response, the Health and Safety Executive has not objected to our proposal. These neighbours have all been approved through the planning process – so can it really be the case that we value financial performance higher than human life?

Seabank is a fossil-fuelled power station which, according to its owner, will reach the end of its economic life in 2027. It is 50% owned by SSE, one of the world's biggest investors in wind energy. Over the next 5 years they, the Seabank 50% owners, have publicly stated that they will spend £4m per day - £8 billion in total. Would they spend that on unreliable technology? They clearly have complete confidence in the safety and structural integrity of their wind turbines.

So, what is their objection? Despite their confidence elsewhere in the world, here in Lawrence Weston, they are worried that our turbine, unlike theirs, will fall over and one of the blades might damage a cooling tower (they have 24) of one of their three generating sets – not the generators themselves – just a small part of the cooling plant – thereby causing interruption to one third of the generating capacity. On average over a year, they only use about one third of their total capacity. So, if this extremely unlikely event did occur, two of their three generators would be left completely unaffected.

But how likely is it to occur?

The formal calculation shows that the probability that (i) the turbine would fall at all and (ii) it would fall towards the power station and (iii) it would make contact with the cooling tower is about once in 500,000 years. This probability is not disputed by Seabank. So we must conclude that they agree with us that it is very, very, very unlikely.

What does this probability really mean? Let me illustrate this point in more human terms. From time to time there will be Seabank staff inspecting the cooling towers as part of their regular job. What is the probability that those staff are hit by a falling turbine? The answer is "*They are 30 times more likely be struck by lightning than by a turbine*". How often in our daily lives do we decide not to do things because we might be hit by lightning? In making an objection to something it is easy to think of extreme events – what if a train came off the nearby railway track, or a tanker came off the nearby trunk road or a plane fell out of the sky on its way down to Lulsgate?

Seabank has fallen into this common trap – they have only considered the damage and not the probability.

Unfortunately, you, members of the Planning Committee, do not have that luxury - you must consider both! So, please ask yourself this question: If Seabank invited you to a party would you decide not to go because you might be struck by lightning? If the answer is "*Of course I would go to the party!*" then, I would respectfully suggest, that you cannot uphold Seabank's objection because, while at that party, you would be 30 times more likely to be struck by lightning than to be struck by a turbine blade.

STATEMENT B5

Ref:- application Number: 20/01270/F

I am the owner of Kings Weston house, a Grade 1 listed building neighbouring Lawrence Weston. I started the project of renovation when it was nearly on the "Heritage at Risk" register. It is now fully restored, used and loved by many in the community, and I am proud of that.

However, I am even more proud to be lucky enough to chair the board of Ambition Lawrence Weston (ALW), where the community have used the £1million lottery grant to amazing effect, and have achieved 70% of the 10 year plan in the first 3 years. The remainder of that grant has to be spent in the next 2 years, (on the revised plan) and the community now have an environmentally friendly strategy via the wind turbine to provide sustainable income for ALW that will allow the great work to continue for years to come!.

My qualification is in Mechanical Engineering, and I worked for Rolls Royce for 12 years. We were taught that there is an element of risk in almost everything, but it is understanding what that level is, and making a judgement based on it. It is clearly more risky to cross the road (where the consequences might be death) than the chance of disrupting the fossil fuelled power station,(1 in 500,000 years) but most of us make the choice to cross the road daily.

The planning decision is now between the ***remote chance*** of saving part of an old fossil fuelled plant with perhaps 5 years life left, against the ***absolute certainty*** of an environmentally friendly, efficient wind turbine, that will breathe new life into the community of Lawrence Weston for many, many years to come.

I'm sure that the majority of people nowadays would say we ought to be ***planning*** to replace the fossil fuelled equipment with new green energy providing plant, not just ***allowing*** it to happen.

Surely there is no choice!

Best regards

Norman Routledge

Statement to Committee DC-A re 20/01270/F, ACE Wind Turbine, Avonmouth

I speak as a near 40-year resident of Lawrence Weston, as a member of Ambition Lawrence Weston, (ALW), and its community energy group, and a long term member of the Lawrence Weston residents' Neighbourhood Planning Group. I wish to express the width and depth of support for this project, this application, and the great value in having it go forward. Our Planning Group is a formally constituted Neighbourhood Planning Forum, that, through considerable effort on the part of residents and support of outside bodies, has written and had 'made' a formal Neighbourhood Development Plan for our Area. It involved considerable consultation and survey work among residents. Around this, ALW itself has undertaken considerable survey and consultation among residents in support of their Community Plan.

We have brought to an advanced state major neighbourhood-scale projects, while campaigning and supporting significant housing and facility developments, even winning seed funding for major ward-wide transport infrastructure. All this in the face of repetitive vacillation, prevarication and frustration by relevant authorities.

We have a Council recognised Climate Emergency to face. But we are determined to regenerate our hard-pressed community and to build a sustainable, self-supporting community — especially important given the shrivelled world of Local Authority provision. In the light of this enforced continued retreat we look to our Local Authority to enable us to support ourselves.

Our wind turbine project is a major step for us on this road aimed at relieving the fuel poverty, low skills, poor facility, social provision, and belief that "they" will not allow improvement. And it is a path and example that will be there to be followed by our sister communities.

We're not original in our ideas. We've brought this project forward through the careful supporting advice of groups both local and national. We've been heavily supported with national examples of community-owned wind energy; with experienced well-proven technical and business advice and advice on operation, finance, fund raising and crowd funding. This has happened through our active association with the National Lottery Big Local and then through them, community groups across the country. Similarly, we've benefited from the active support of the Bristol Energy Network and through them Community Energy England and community energy groups both national and local. We are involved with, inspired and assisted by Bristol Green Capital, by the Centre for Sustainable Energy, as well as in various industry and City Council initiatives. This assistance has extended to advice and support from our very careful social funders, through Friends of the Earth, even out to Extinction Rebellion.

With Big Local giving us community examples from Stromness to St. Austell, (and further), this project was borne in the shadow of the South Brent community wind turbine at a regional Neighbourhood Development Plan meeting hosted by Regen, where we were encouraged by Bristol City Council Energy Services and the Centre for Sustainable Energy. With them, we secured a grant from the UK Government Ministry of Housing, Communities & Local Government to examine how communities could bring forward on-shore wind turbine projects, given the 2015 Written Ministerial Statement. This study identified both the opportunity we put in front of you today, and the comprehensive community support for it across the Ward — so much so, that our project is now an important ward-wide investment for our Port Communities Resilience Fund.

As to the objection, we can speculate on motives, but we can gauge it is safe if only from the objectors huge commitment to the technology. And time is running out, we are all at risk of terrible damage. This is the community rising to the challenge to build a real sustainable, resilient future - this one will be here for 25 years while the power station will, in all likelihood and necessity, be gone in five, or soon after. Quite possibly replaced by wind turbines dwarfing ours — and maybe built by Southmead, Shirehampton, even Hartcliffe communities. Please, no more added frustration. It's practical and it's safe - even by the one objector's standards found applied elsewhere. We can do it. Let us make it so.

STATEMENT B7

Seabank Power Ltd, SSE Plc, and Wind Turbines

I make this statement as an admirer of what Ambition Lawrence Weston is achieving for the community and a volunteer at Ambition Community Energy since last year, bringing years of experience in accounts and administration to support the technical team.

Relevance of SSE Plc

SSE Plc is linked to this application as the ultimate owner of 50% of Seabank Power Ltd.

In their own words they are ‘the leading owner, operator and developer of onshore wind farms across the UK and Ireland’, with over 1,000 turbines already in operation and development projects in the pipeline to add a further 50% to their capacity. They have invested, and continue to invest, billions of pounds in this technology.

Risk of turbine failure

They developed and still co-own Ireland’s largest onshore wind farm, Galway Wind Park, where they have also created six recreational trails to take cyclists and walkers around and up close to some of the 58 turbines. There is even one trail designed to be accessible to buggies and wheelchair users.

This raises two important questions. Would this successful commercial company, that is an associate of Seabank, invite vulnerable people to exercise close to their turbines if there was a real topple risk? Secondly, is anybody better placed than they are, with their vast experience of the industry over many years, to make that assessment?

Turbine height

Most of the projects in the SSE onshore wind farm development programme include turbines with a maximum rotor tip height of 150m or over and one, Blaraidh wind farm extension, is specified at 180m. There is a good reason for this explained in the scoping report for another project, Glencassley wind farm, which includes this paragraph:

“The Scottish Government’s Onshore Wind Policy Statement (Scottish Government 2017a), recognises the need to deliver new onshore wind farms subsidy free and acknowledges the technology shift towards larger turbines. This shift is also reflected in the wind turbine manufacturing industry who are now primarily producing larger turbines in excess of 150m tip height.”

While the Scottish planning system may be different from that in England, the loss of subsidies is clearly the same in both countries and so also the need to move to the larger turbines of 150m or more that have been developed as the industry has matured.

Conclusion

If presented with the site under consideration, it is difficult to avoid the conclusion that, SSE would have seen no problem in proceeding with a turbine of 150m.

Wilf Burke, July 2020

STATEMENT B8

Statement from Dr Charles R Gamble BSc PhD CEng

I have been working in the wind energy business in many countries for some 35 years, and it seemed that in many cases of wind farm development the aim of giving Benefits to the Community was more honoured in the breach than in the observance. Such benefits were set at an industry expectation of what it takes to get permitted. This project is different.

Growing up in a close knit community that was stripped of industry, employment, opportunity and dignity in the mid-80's I felt an affinity with the deprived community of Lawrence Weston ably expressed by Mark Pepper to me some 4 years ago; and was thrilled therefore to be invited as a technical consultant in this project which is designed expressly and only to benefit that community.

The idea was seeded by reviewing a list provided by Bristol Energy Services 4 years ago of available council land, to determine feasibility for a wind turbine. The basic axioms are that wind resource sufficient to make a project viable is where it is found, one can't wish it stronger or somewhere else; also the turbine rotor size is crucial to viability as the area swept by the rotor determines the energy capture. That energy is sold to the market, given the removal of Government FIT's, is the revenue available, so selling price is also crucial.

After much detailed work, in a nutshell it became clear that the only Council sites windy enough to be viable were on the coastal zone, where winds are stronger. The power in the wind available to a turbine depends very strongly on wind speed so, if the wind speed increases by 10%, the power increases by 30%. and further the energy capture increases as the square of the rotor size, so that only a turbine of modern scale with a large rotor could capture enough wind and provide enough revenue to offer a worthwhile income to ALW. Having considered many factors the only site feasible was the subject of this application.

I provided the performance and financial models for the project, which has been reviewed by Triodos bank, and the numbers are very clear that only a turbine of the 150m tip height requested can be viable, that is it can offer a positive rate of return to the community. Lower tip heights require smaller rotors and the project would lose money - in reality it could never be financed in the first place. Ambition Lawrence Weston have been dragging themselves up by their bootstraps; the Community is relying on you the Planning Committee to ensure that the years of volunteer effort and specialist advice have not been in vain.

Last year, over 23,000 wind turbines were installed around the world, the vast majority of the same size or larger, that's about one every 20 minutes. This is safe, reliable, green technology, and I implore you, the Planning Committee to stand behind Council's commitment to a climate emergency and to permit Ambition Lawrence Weston proudly to add their ambition to this global effort, with this local community driven project.

STATEMENT B9

Statement in support of the wind turbine at Avonmouth

Application 20/01270/F

I support the proposed wind turbine at Avonmouth. This will be an important source of low carbon electricity for the region, will be an important source of funds for the local community and is exactly the sort of development we need to build back better from the Covid crisis, as the construction will generate worthwhile jobs and valuable economic activity.

I note the officers' comments that despite the absence of a formal designation, it is considered that there is no reason to withhold planning permission.

I am aware that there is a 1 in 500,000 year risk of some damage occurring to the Seabank power station, in the event of a catastrophic failure of the turbine. This risk does not seem to be sufficiently high to withhold planning permission.

As stated in the application the buffer zone limits around any proposed wind turbine construction were established more than two decades ago when a more cautious approach needed to be taken towards to the risk of catastrophic failure, as the experience base of on shore turbine operation was much more limited and decision makers did not know just how safe wind turbines were.

I also note the National Planning Policy Guidance that "Local planning authorities should not rule out otherwise acceptable renewable energy developments through inflexible rules on buffer zones or separation distances."

I ask that the Development Control Committee gives planning permission for the turbine and that any concerns about risk are dealt with by the wind turbine owner and operator through normal public liability insurance arrangements.

Councillor Jerome Thomas

STATEMENT B10

Ambition Community Energy Wind Turbine

I am delighted to support this application for a community wind turbine in my ward. I feel proud that Lawrence Weston is the first community to have a project of this type in Bristol and the South West and I hope that many more community energy projects will follow.

The financial benefits of this type of project are more important than ever important as we emerge from Lockdown and assess the full economic impact of Covid 19 on our city. There is no doubt in my mind that the poorest will be hit the hardest. This is why we need to get projects like this off the ground to help build community resilience and entrepreneurial spirit.

Climate change is the single biggest threat to Bristol, the UK and the entire planet. As a parent, it fills me with dread to think what I will be leaving behind. By approving this application, you are taking a significant step away from reliance on fossil fuels and towards Bristol's 2030 target of carbon neutrality.

We all voted to declare a climate emergency in this city. It's our responsibility to follow through on this commitment and not be deterred by business interests best left in the 20th century.

Councillor Jo Sergeant

Avonmouth & Lawrence Weston Ward

(Includes Shirehampton, Coombe Dingle & Upper Sea Mills)

STATEMENT B11

Dear Colleagues,

I wish to place on record my support for this application. This is a fantastic bottom up proposition that has been pulled together by Ambition Lawrence Weston. I have taken an interest in the development of this project for a few years and have been kept up to date on progress by Dave Tudgey over this period of time. The development of this wind turbine is fully consistent with the objectives of the administration Including tackling fuel poverty, the decarbonisation of Bristol's energy system, the city leap programme and I have assisted with this project when called upon.

The social value and long term sustainable income that this project will return to the community of Lawrence Weston is invaluable and is a template that could and should be used across the country.

I understand that there has been an objection to this application on the grounds of safety. I don't think this objection should carry much weight in your deliberations as the HSE health and safety executive have made clear that there is no public safety issue. The objector's own risk assessment states that there is a 1 in 500,000 year risk that the turbine could collapse. The benefits that this application brings far outweighs this risk and the application should be approved.

Cllr Kye Dudd

Cabinet Member for Transport and Energy

STATEMENT B12

Dear Sir or Madam,

I am writing in support of the wind turbine project being developed by Ambition Lawrence Weston.

In light of the climate emergency, renewable energy needs to be built at scale and fast. This is a rare opportunity for an urban wind turbine. Not only that, but the project is being led by Ambition Lawrence Weston, a community development organisation which was created by the local residents to meet local needs. Democratic participation in creating the energy transition is crucial, and this is also an opportunity to empower residents of Lawrence Weston further.

Communities like Lawrence Weston will be most affected by fuel poverty and climate and health emergencies, and so it is all the more important that they should benefit from and lead the way in the green recovery.

We fully support their planning application to develop a wind turbine, and urge you to do the same.

Best wishes,

Emilia Melville

co-director of Zero West

Bristol office

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STATEMENT B13

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 City Hall
 PO Box 3399
 Bristol
 BS1 9NE

Our ref: ca/2sb95/0012

Your ref: 20/01270/F

DDI: 0117 314 5342

Doc no: 20931447v1

07 July 2020

STATEMENT TO COMMITTEE BY SEABANK POWER LIMITED

Dear Sirs

Reference: 20/01270/F

Proposal: Erection of a single wind turbine, with a tip height of up to 150m, and associated infrastructure including turbine foundations and hardstanding, energy metering substation, site access and internal access track, temporary laydown area and crane hardstanding, energy learning zone, and other associated works including landscaping and ditch diversion

Site: Land on the South East Side of Severn Road, Avonmouth, Bristol

Seabank Power Limited ("Seabank") has provided the following statement to be read out at the Planning Committee on Wednesday 8th July 2020.

1. *We wish to reiterate that we support this project subject to a small reduction in the height of the turbine and/or a minor relocation away from our cooling towers. We do not seek to prevent the project entirely. Indeed, we support renewable energy and agree that it is an important component of the energy mix.*
2. *We accept the risk of failure is relatively low, however, events occur regularly that were once considered very unlikely. The small adjustment to the project that we are requesting would be a prudent and sensible measure to take.*
3. *For the time being, fast responding electricity generators such as Seabank are critically important to keep electricity flowing when renewable energy cannot meet demand. This is why the Government introduced the capacity market and requires contract holders to respond to a warning of insufficient electricity generation with 4 hours' notice, and imposes substantial penalties for those who cannot deliver.*
4. *We have sought to secure insurance against these fixed penalties, £15m in our case, which would certainly be imposed if we were unable to meet our three annual generation tests. However, insurers will not provide cover for penalties.*

5. We have worked collaboratively with the applicant to propose adjustments and continue to request the small adjustment to the project that would allow both Seabank and the applicant to function at the lowest possible risk.
6. The reduction in height we request is 32m, or the relocation away from our cooling towers is 40m to the South. A combination of measures, for example, a height reduction of 15m combined with a relocation of 27m to the South would also be sufficient. This equates to the maximum tip height +10% from the Power Station infrastructure at risk.
7. We respectfully request that the Committee exercises its discretion to approve the application subject to a reduction in height and/or relocation within the site to ensure that sufficient topple and buffer zones are achieved.

Yours faithfully

Veale Wasbrough Vizards LLP

Veale Wasbrough Vizards LLP

STATEMENT NUMBER B14

Statement of support to grant

As a former elected member representing Kingsweston ward from 2010 to 2016 i would urge the committee to grant this application for the following reasons.Importantly it is a community based project and is in inline with gov't strategy around green forms of power generation. In addition it will benefit the local environment for the future.

The only objection has come from Sea bank power and i would address this directly by asking members of the planning committee to look at the following documents relating to this application. Firstly the Pegasus groups cover letter (Response to Seabank Power ltd objection) and its conclusion at the end of their letter. Secondly are the conclusions of the engineering clarifications report in regard to the wind turbine project.

In response to the objection there is no current or historical evidence to support Seabank powers assertion of vulnerability to structural failure and there are many other wind turbine projects operating safely within the Avonmouth area. We should not set a precedent for extremely unlikely and unproven circumstance against the overall and very positive evidence presented for construction.

Tim Leaman

STATEMENT B15

20/01270/F | Erection of a single wind turbine in Avonmouth

Dear Sir/Madam

I'm writing on behalf of Bristol Energy Cooperative to give our full support to this community wind turbine project. Ambition Lawrence Weston is a key partner in our Lawrence Weston solar farm. Its community wind project is a shining example of how communities can address both fuel poverty and the climate and health emergencies.

Please may I make this statement at the planning hearing.

Kind regards

Andy O'Brien

Co-director, Bristol Energy Cooperative

STATEMENT C1

Dear Councillors,

Please consider this statement ahead of tomorrow's meeting of Development Committee Control A, regarding the billboard application at the Albert Road roundabout. As you know, Adblock Bristol would like to see the removal of billboards from Bristol.

With respect to the research completed this month by the BCC planning office, and whilst we understand the necessity of this Committee to have iron-clad reasons for refusal lest applicants drag the Council through costly appeals processes, we would like to outline here a few additional concerns.

Road Safety

We are happy that Councillors have been directed towards the study, "The impact of road advertising signs on driver behaviour and implications for road safety: a critical systematic review" (2019) 85-98, (Trespalacios, Truelove, Watson and Hinton). However, we feel further emphasis should be placed on what we believe to be the key finding, namely: the need for more empirical evidence:

"Based on the available evidence, however, it is not possible to definitively conclude that there is a direct relationship between the driving behaviour changes attributed to roadside advertising and road crashes. Nonetheless, while most studies remain inconclusive, there is an emerging trend in the literature suggesting that roadside advertising can increase crash risk, particularly for those signs that have the capacity to frequently change (often referred to as digital billboards). Lastly, it is important to mention that most of the empirical studies undertaken to date feature strong methodological limitations. Consequently, there is an urgent need for more research in this area, given that roadside technology and the transport system are changing rapidly."

I would like to draw Councillors attention to further studies with the same conclusion:

From the US, 2015, A field study on the effects of digital billboards on glance behaviour during highway driving. (Belyusar D, Reimer B, Mehler B, Coughlin JF_

Summarised in this article which states that:

"Belyusar and colleagues conclude that digital billboards do in fact alter driver attention, but the degree to which this alteration impacts safety is unclear."

"As digital billboards become more popular, the authors advise that "Actions should be taken today to assess and, if necessary, mitigate the negative impacts of [digital billboards] on driver safety and highway congestion."

From Sweden, 2013: Effects of electronic billboards on driver distraction (Tania Dukic, Christer Ahlstrom, Christopher Patten, Carmen Kettwich, Katja Kircher)

"Conclusion: Billboards have an effect on gaze behaviour by attracting more and longer glances than regular traffic signs. Whether the billboards attract attention too much, that is, whether they are a traffic safety hazard, cannot be answered conclusively based on the present data."

From Israel, 2019: An examination of billboard impacts on crashes on a suburban highway:
Comparing three periods—Billboards present, removed, and restored (Victoria Gitelman, Etti Doveh & David Zaidel)

“The study provided empirical evidence on the positive safety impact of removing billboard advertising from the roadsides of a suburban highway and of the negative safety impact of billboard restoration.”

It's clear that we cannot draw a correlation between the accident stats in Bristol before and after the introduction of digital screens at Lawrence Hill, St Phillips Causeway and the M32. Thankfully Bristol is not accustomed to a tremendous level of road traffic incidents, which is something to celebrate. However, for this reason it could take years, if not decades, to have enough empirical evidence to firmly show a correlation between the new digital screens and an impact in accidents. Furthermore the Officer's report has alluded to difficulties in ascertaining the certain cause of accidents, even when they do occur.

The purpose of advertising screens is to draw the attention of passers by to the content. The purpose of roadside advertising screens is to draw the attention of road users. Digital screens do this to a greater extent by virtue of their illumination and changing images. I suggest that whilst we cannot, for lack of evidence, prove that road side advertising screens increase the number of accidents, we can say for certain that they could.

The applicant cannot produce an empirical study which proves that there is no correlation between advertising screens and risk factor. They are relying on the lack of evidence available. We will not have the data to prove that digital billboards cause accidents until these accidents occur. We should not wait for this potential loss of life to apply the best possible risk-minimisation strategy by rejecting this application.

Amenity

We also urge Councillors to reconsider rejecting this application on the grounds of amenity. We understand this was let go as the Officer's report has recommended that “there will be some increased impact on amenity, but this is considered to be relatively minor”. This assessment was primarily based on the fact that there is already advertising present at the proposed location, and the location is industrial in nature.

However, the advertising at this location has already harmed local amenity. Introducing more, digital advertising would cause further harm. In addition, this part of the city is still important to people despite its industrial nature, which seems to be considered a “write off” in amenity terms. Digital screens in this area would severely harm people's experience of it.

Adblock Bristol has been working to gather something like evidence to this effect. As you are aware, two large digital screens have been recently constructed near the M32. Over one dozen Bristol

residents have signed an open letter declaring their experience following this construction - and asserting the harm that these billboards have caused to local amenity.

We hope that this can be taken as relevant evidence to the impact of digital billboards on amenity. The M32 is a comparably industrial area to Albert Road, and the effects described in local testimony will be just as relevant at this location. Every time a new digital advertising screen is considered, the applicant asserts that impact on amenity is negligible. I hope that this letter goes some way towards proving that in fact the impact of digital screens has been widely felt and detrimental.

You can view the text of the open letter and current testimonies below. For Councillors information, we are still in the process of gathering testimonies and therefore hope to have even more evidence to present in the future. All signatories also provided full addresses with Bristol postcodes. If required, these can be shared with BCC Planning Officers.

Yours sincerely,

Leigh Coghill

On behalf of Adblock Bristol